



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region V**

Subject: POLREP #1
Initial
Chicago W Mystery Spill

Detroit, MI
Latitude: 42.3676146 Longitude: -83.1482357

To: Richard Karl, U.S. EPA
Jason El-Zein, U.S. EPA
Matt Mankowski, U.S. EPA
Mindy Clements, U.S. EPA
Cecilia Moore, U.S. EPA
Yolanda Bouchee-Cureton, U.S. EPA
Carolyn Bohlen, U.S. EPA
Kevin McCormack, USCG
Kevin Wojciechowski, MDEQ
Valencia Darby, U.S. DOI
Lindy Nelson, U.S. DOI
HQ EOC, U.S. EPA
Brian Schlieger, U.S. EPA
Ray Scott, City of Detroit

From: James Justice, OSC

Date: 3/16/2016

Reporting Period: 3/16/2016 - 3/17/2016

1. Introduction

1.1 Background

Site Number:	Contract Number:	
D.O. Number:	Action Memo Date:	
Response Authority: OPA	Response Type:	Emergency
Response Lead: EPA	Incident Category:	Removal Action
NPL Status: Non NPL	Operable Unit:	
Mobilization Date: 3/16/2016	Start Date:	3/16/2016
Demob Date:	Completion Date:	
CERCLIS ID:	RCRIS ID:	
ERNS No.:	State Notification:	MDEQ
FPN#: E16514	Reimbursable Account #:	

1.1.1 Incident Category

Emergency Response

1.1.2 Site Description

Oil release along a railroad right of way. There are industrial facilities immediately adjacent to the railroad tracks in the area.

1.1.2.1 Location

The Site is located along a railroad right of way northeast of 7720 Chicago W, Detroit, Michigan 48904.

1.1.2.2 Description of Threat

Oil has been released to the ground and to storm drains which eventually lead to the Detroit River.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Oil was detected and sampled in storm drains adjacent to the Site for fingerprint analysis by USCG Marine Pollution Laboratory. The volume is currently estimated at approximately 100 gallons and is spread along roughly 1/4 of the railroad right of way.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

CSX has shutdown the rail line and mobilized a cleanup contractor to recover the oil within their right of way. Sorbent boom and pads were applied to the spill. Pooled oil is being recovered by vac truck and off loaded into a frac tank staged near the release.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

In progress.

2.1.4 Progress Metrics

Waste Stream	Medium	Quantity	Manifest #	Treatment	Disposal
Oil/water mixture	liquid				
Sorbents	solid				

2.2 Planning Section

2.2.1 Anticipated Activities

Attempt to identify source of oil. Investigate adjacent facilities and collect samples for comparison to released oil.

2.2.1.1 Planned Response Activities

2.2.1.2 Next Steps

2.2.2 Issues

2.3 Logistics Section

The railroad is coordinating logistics for cleanup operations.

2.4 Finance Section

2.4.1 Narrative

FPN # E16514 was established by the National Pollution Funding Center for the Oil Spill Liability Trust Fund with an initial ceiling of \$20,000.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
Cleanup Contractor	\$14,000.00	\$0.00	\$14,000.00	100.00%
TAT/START	\$3,000.00	\$0.00	\$3,000.00	100.00%
Intramural Costs				
USEPA - Direct	\$3,000.00	\$0.00	\$3,000.00	100.00%
Total Site Costs	\$20,000.00	\$0.00	\$20,000.00	100.00%

* The above accounting of expenditures is an estimate based on figures known to the OSC at the time this report was written. The OSC does not necessarily receive specific figures on final payments made to any contractor(s). Other financial data which the OSC must rely upon may not be entirely up-to-date. The cost accounting provided in this report does not necessarily represent an exact monetary figure which the government may include in any claim for cost recovery.

2.5 Other Command Staff

2.5.1 Safety Officer

OSC Justice is serving in this role.

2.5.2 Liaison Officer

OSC Justice is serving in this role.

2.5.3 Information Officer

OSC Justice is serving in this role.

CSX Transportation, Inc.

4. Personnel On Site

EPA - 2

CSX Transportation - ~8

5. Definition of Terms

No information available at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

A website has been established at <https://www.epaosc.net/chicagowmysteryspill>

6.2 Reporting Schedule

The next POLREP will be issued on 3/18/2016.

7. Situational Reference Materials

No information available at this time.



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
Region V**

Subject: POLREP #2
Final POLREP (Corrected 4/6/2016)
Chicago W Mystery Spill

Detroit, MI
Latitude: 42.3676146 Longitude: -83.1482357

To: Richard Karl, U.S. EPA
Jason El-Zein, U.S. EPA
Matt Mankowski, U.S. EPA
Mindy Clements, U.S. EPA
Cecilia Moore, U.S. EPA
Yolanda Bouchee-Cureton, U.S. EPA
Carolyn Bohlen, U.S. EPA
Kevin McCormack, USCG
Kevin Wojciechowski, MDEQ
Valencia Darby, U.S. DOI
Lindy Nelson, U.S. DOI
HQ EOC, U.S. EPA
Brian Schlieger, U.S. EPA
Ray Scott, City of Detroit

From: James Justice, OSC

Date: 3/29/2016

Reporting Period: 3/17/2016 to 3/29/2016

1. Introduction

1.1 Background

Site Number:	Z5QP	Contract Number:	
D.O. Number:		Action Memo Date:	
Response Authority:	OPA	Response Type:	Emergency
Response Lead:	EPA	Incident Category:	Removal Action
NPL Status:	Non NPL	Operable Unit:	
Mobilization Date:	3/16/2016	Start Date:	3/16/2016
Demob Date:	3/18/2016	Completion Date:	3/29/2016
CERCLIS ID:		RCRIS ID:	
ERNS No.:		State Notification:	MDEQ
FPN#:	E16514	Reimbursable Account #:	

1.1.1 Incident Category

Emergency Response

1.1.2 Site Description

Oil release along a railroad right of way. There are industrial facilities immediately adjacent to the railroad tracks in the area.

1.1.2.1 Location

The Site is located along a railroad right of way northeast of 7720 Chicago W in Detroit, Michigan.

1.1.2.2 Description of Threat

Oil has been released to the ground and to sewer drains which eventually lead to the Detroit River.

1.1.3 Preliminary Removal Assessment/Removal Site Inspection Results

Oil was detected and sampled a sewer manhole adjacent to the spill area for fingerprint analysis by USCG Marine Pollution Laboratory. The volume is currently estimated at approximately 100 gallons and is spread along roughly 1/4 of the railroad right of way.

2. Current Activities

2.1 Operations Section

2.1.1 Narrative

owner of Kimmel. MDEQ will take the lead on overseeing remediation activities moving forward.

2.1.2 Response Actions to Date

March 16, 2016

CSX shutdown the rail line and mobilized a cleanup contractor to recover the oil within their right-of-way. Sorbent boom and pads were applied to the spill. Pooled oil was recovered by vac truck and off loaded into a frac tank staged near the release. One sample of spilled oil was taken from a sewer manhole to be submitted to the United States Coast Guard (USCG) Marine Safety Laboratory (MSL) for fingerprint analysis.

On March 17, 2016

CSX cleanup contractor utilized a high rail vac truck to recover oil along the track and the right-of-way further north along the track. Oil was off loaded into the onsite frac tank. EPA, MDEQ, City of Detroit representatives and Great Lakes Water Authority investigated an adjacent property, Kimmel, for the source of release. Consent for Access was requested and provided. Several areas onsite including: areas of pooled rainwater, catch basins and an oil/water separator were found to contain oil similar oil observed along the CSX track and in the sewer manhole. Oil appeared to originate from metal turnings piles. Kimmel representatives indicated that the turnings are coated with a lubricating oil and that area used to have containment but has degraded over time. Two samples were taken of suspected source oil from pooled water onsite to be submitted to the USCG MSL for fingerprint analysis. One sample was collected from water pooled around the southernmost manhole on the Kimmel property. The second sample was collected from the oil/water separator near the scale pit. A consultant for Kimmel and representatives from CSX and their contractor, split samples with EPA.

EPA met with the owner, chief operation officer and consultant for Kimmel to discuss findings of the inspection. A NOFI was given to the owner of Kimmel. Although witnessed, the paperwork was not signed by the owner. Kimmel representatives stated that they would begin to take actions to prevent future releases and to recover free oil puddled on the property. MDEQ in conjunction with Detroit Department of Water and Sewerage will take the lead on overseeing cleanup actions and long term remedies to prevent future releases.

On March 18, 2016

CSX cleanup contractor completed recovery of oil along tracks and right-of-way. A total of 9,999 gallons of water and oil were removed and stored in the onsite frac tank. Sorbent boom and pads were collected for disposal.

On March 23, 2016

MDEQ conducted a site visit to Kimmel and observed a frac tank near capacity and contractors removing liquids for disposal. The oil/water separator was not functioning and the scale pit was overflowing. There appears to be a blockage in the manhole along the CSX tracks resulting in upstream manholes to surcharge. Ownership and responsibility for the sewer line along the tracks is being investigated.

On March 28, 2016

The USCG MSL reported that samples taken from the manhole along railroad right-of-way (spill material) and the pooled water and oil (source material) from the oil/water separator on the Kimmel property are related through a common source of petroleum oil and concluded they were a match. The second sample collected from around the southernmost manhole inside the Kimmel property fence line was strongly believed to be related through a common source to the oil found along the tracks.

MDEQ conducted another site visit and observed water surcharging from the sewer manhole along the CSX tracks. Sorbent boom was observed around the sewer manhole along the CSX tracks. Some oil was observed floating on the water pooling along the tracks. Kimmel was notified of the presence of the oil.

MDEQ Remediation and Redevelopment Division and Office of Waste Management are taking the lead on oversight of long term remediation on the Kimmel property as well as coordination with the City of Detroit to address the sewer blockage along the CSX tracks.

2.1.3 Enforcement Activities, Identity of Potentially Responsible Parties (PRPs)

Kimmel Scrap Iron & Metal Company located at 10571 W. Grand River, Detroit, MI 48204 has been identified as a PRP.

2.1.4 Regional Metrics Table

Regional Metrics	
	Miles of river systems cleaned and/or restored 0
This is an Integrated River Assessment. The numbers should overlap.	Cubic yards of contaminated sediments removed and/or capped 0
	Gallons of oil/water recovered 9,999 gallons
	Acres of soil/sediment cleaned up in floodplains and riverbanks 0
Stand Alone Assessment	Number of contaminated residential yards cleaned up 0
	Number of workers on site 9
Contaminant(s) of Concern	Lubricating Oil
Oil Response Tracking	

Administrative and Logistical Factors (Place X where applicable)

Precedent-Setting HQ Consultations (e.g., fracking, asbestos)	Community challenges or high involvement	Radiological
More than one PRP	Endangered Species Act / Essential Fish Habitat issues	Explosives
AOC	Historic preservation issues	Residential impacts
UAO	NPL site	Relocation
DOJ involved	Remote location	Drinking water impacted
Criminal Charges Have Been Filed*	Extreme weather or abnormal field season	Environmental justice
Tribal consultation or coordination or other issues	Congressional involvement	High media interest
Statutory Exemption for \$2 Million	Statutory Exemption for 1 Year	Active fire present
Hazmat Entry Conducted – Level A, B or C	Incident or Unified Command established	Actual air release (not threatened)

Green Metrics

Metric	Amount	Units
Diesel Fuel Used	N/A	gallons
Unleaded Fuel Used	N/A	gallons
Alternative/E-85 Fuel Used	N/A	gallons
Electricity from electric company	N/A	kWh
Electric Company Name and Account #	N/A	
Electricity from sources other than the electric company	N/A	kWh
Solid waste reused	N/A	
Solid waste recycled	N/A	
Water Used	N/A	gallons

2.2 Planning Section**2.2.1 Anticipated Activities****2.2.1.1 Planned Response Activities**

No additional actions are anticipated at the this time.

2.2.1.2 Next Steps

MDEQ is overseeing actions taken by Kimmel to address the oil migration off-site. They are also helping to coordinate these actions with City of Detroit as it pertains to the sewer pathway and maintenance of the sewer line. EPA will continue to monitor the situation and provide assistance as needed.

2.2.2 Issues

Resolving storm water issues and identifying sewer line ownership and maintenance responsibilities.

2.3 Logistics Section

CSX coordinated logistics for cleanup operations for work along the tracks.

Kimmel has hired contractors to address issues on their property.

2.4 Finance Section**2.4.1 Narrative**

FPN # E16514 was established by the National Pollution Funding Center for the Oil Spill Liability Trust Fund with an initial ceiling of \$20,000.

Estimated Costs *

	Budgeted	Total To Date	Remaining	% Remaining
Extramural Costs				
Cleanup Contractor	\$14,000.00	\$0.00	\$14,000.00	100.00%
TAT/START	\$6,000.00	\$2,500.00	\$3,500.00	58.33%
Marine Safety Lab	\$1,000.00	\$940.00	\$60.00	6.00%
Intramural Costs				
USEPA - Direct	\$10,408.00	\$4,000.00	\$6,408.00	61.57%
USEPA - InDirect	\$2,592.00	\$0.00	\$2,592.00	100.00%

2.5 Other Command Staff

N/A

3. Participating Entities

Michigan Department of Environmental Quality

Detroit Buildings, Safety Engineering and Environmental Department

Detroit Fire Marshall Division

Detroit Department of Water and Sewerage

Great Lakes Water Authority

CSX

4. Personnel On Site

EPA - 2

CSX Transportation - ~8

5. Definition of Terms

No information available at this time.

6. Additional sources of information

6.1 Internet location of additional information/report

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6.2 Reporting Schedule

N/A

7. Situational Reference Materials

No information available at this time.